



**Planning, Development
and Transportation**
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DATE: 03.08.2016
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■ **LIDL GROCERY STORE EASTWOOD ROAD [TRC Plan Review #2]**

↻ Initial Review Note ↻

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.

TRAFFIC IMPACT and SITE REZONING:

- ❖ Improvements required for the Site Rezoning must be installed.
- ❖ The Traffic Impact Analysis (TIA) associated with this development required improvements to Eastwood Road and Cavalier Drive. Based upon the TIA, (Cambridge Village Master Plan Update TIA Approval dated September 15, 2015) these improvements to lane striping, signal installation, ingress and egress lanes, etc. are required with this development.
- ❖ Please show the improvements on the site plans for this project.
- ❖ Show Restriping of Cavalier Drive and Eastwood Rd left turn lane.
- ❖ As stated in the TIA, signal installation at the intersection of Eastwood Rd and Cavalier Dr. must occur prior to project CO for the Grocery Store.

NCDOT:

It is the Applicant's responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact Allan Pytcher, at 910.251.2655. Please note additional comments may be forthcoming once coordination occurs.

TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, and sight distance):

1. The proposed Right In/ Right Out driveway on Cavalier Dr. does not appear to provide travel lanes that are wide enough to accommodate Fire and Emergency Response vehicles. If the traffic control island is mountable, the overall width of the lane may be limited to 14', otherwise, increase the width of the travel lanes for this driveway. [7-11 #3 CofW Tech Stds]
2. Provide a sidewalk connection between the site and the public sidewalk on Cavalier Dr. [Northern driveway entrance].
3. Show all adjacent traffic signs and pavement markings on the plan. [Sec. 18-529(b)(2) CofW LDC]
4. Show any traffic signal facilities and equipment in front of the development. Contact Traffic Engineering at 341-7888 for help in identifying these.

5. The site shows a FO symbol at the Cavalier and Eastwood intersection. Please show the proposed location of signal equipment at this intersection, such as traffic signal detection loops, traffic signal mast arms, signal pole pedestals, revised wheel chair ramps, etc.
6. The proposed stop bars at the Eastwood Rd. exit and the Right In Right Out exit on Cavalier Drive are not parallel to the cross walks. Turn the stop bars to a parallel position from the cross walks and ensure they are at least 48" from the cross walk.
7. Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [\[Sec.18-566 CofW LDC\]](#)
8. Show and apply the AASHTO sight distance triangle at the Eastwood Rd driveway on the site plan and landscaping plan.
9. The proposed Laurel Oaks at the Eastwood Rd. exit appear to be within the AASHTO Sight Distance Triangle. Please ensure the proposed street trees do not obscure clear visual sight distance along Eastwood Road.

TECHNICAL STANDARDS – PARKING:

10. The parking area at the northern portion of the site needs a backing stub, until the adjacent parking lot is opened. The backing stub is to be 10' deep by 15' wide. Please dimension. [\[Chapter VII ,Detail SD 15-12 CofWTSSM\]](#)
11. Provide a turning movement analysis of a WB 50 truck, fire engine and trash truck on the site, including the Right In-Right Out entrance location.
12. The proposed bicycle parking racks appear to be too close. Provide dimensions to show the spacing between the racks and adjacent objects, such as the distance between rack, the distance to the face of the building and the edge of the bike lockers.
13. Add the required number and the proposed number of bicycle parking to the site data table. [\[Sec.18-528 CofW LDC\]](#)
14. Please verify that the site is in compliance with Section 18-528 of the C of Wilm. Land Development Code, which states "Each new multifamily, commercial, or office development or major redevelopment requiring twenty-five (25) or more automobile parking spaces shall make provisions for parking a minimum of five (5) bicycles. Each additional one hundred (100) automobile parking spaces above the twenty- five (25) minimum shall require provisions for parking an additional five (5) bicycles up to a bicycle parking system that can accommodate a maximum of twenty (20) bicycles."
15. Based upon the 138 vehicle parking spaces provided, a minimum of 12-15 bicycle parking spaces are required.
16. Provide a detail for the proposed bicycle lockers on the details page.

TECHNICAL STANDARDS – Barrier Free Design:

17. Please provide wheel stops or other barrier to prevent parked vehicles from hitting the proposed light fixtures in the parking lot.
18. The proposed location of the Handicap Signs does not match City of Wilmington Technical Standards for the placement of signs near parking spaces. Bollards and signs shall not be used as wheel stops or as devices to stop/ prevent vehicles from encroaching into adjacent parking spaces or pedestrian areas. Ensure the proposed handicap parking spaces have a minimum of 2.5' clearance from the wheel stop to the handicap sign.
19. Please revise the detail for the handicap sign, which shows the Van Accessible sign (sub-plate) placed above the Restricted Parking Sign R-7-8.

GENERAL NOTES TO ADD TO THE PLAN:

- A. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.
- B. All parking stall markings and lane arrows within the parking areas shall be white.

- C. A utility cut permit is required for each open cut of a City street. Note this on the plan and contact 341-5888 for more details. In certain cases an entire resurfacing of the area being open cut may be required.
- D. It shall be the responsibility of the subdivider to erect official street name signs at all intersections associated with the subdivision in accordance with the Technical Standards and Specifications Manual. The subdivider may acquire and erect official street name signs or may choose to contract with the city to install the street signs and the subdivider shall pay the cost of such installation. Contact Traffic Engineering at 341-7888 to discuss installation of traffic and street name signs. Proposed street names must be approved prior to installation of street name signs.
- E. Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.
- F. Contact Traffic Engineering at 341-7888 forty-eight hours prior to any excavation in the right of way.
- G. A sign shall be placed at the Western boundary of the property indicating that a future connection will be opened when the property to the west develops. Please note this on the site plan.

MISCELLANEOUS:

- ❖ Contact Alina Jakubcanin at 341-7888, Alina.Jakubcanin@wilmingtonnc.gov, to discuss street lighting options.
- ❖ Include appropriate City of Wilmington approval stamps prior to submitting final plans.

Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.